

The Evening World

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## RAPID-TRANSIT LEGISLATION.

In two months the first rapid-transit subway is to be opened, but already it is admitted on all hands that this will hardly give even temporary relief to our congested traffic. We must have more tunnels, but before we begin them we must have legislation permitting us to build them to advantage.

Last year the Low administration fathered the Bostwick bill, giving the Belmont syndicate a monopoly of all future rapid-transit work in New York. Public indignation compelled the withdrawal of that measure. The Citizens' Union proposed the Elsborg bill, which would have permitted the construction of an independent rapid-transit system. That bill would have been passed if Mayor Low had supported it. He objected to "hasty legislation," and said that it would be better to give the matter a year's study and prepare a thoroughly matured programme. On that plan the world's comment was:

The Mayor says that the administration is "planning to attack the rapid-transit question more intelligently a year from now." But how does he know that he will have an opportunity to attack the question a year from now? How does he know that a Tammany Mayor will not be in power at that time?

The year has passed and the Legislature is again in session. Mr. Low is out of office, as The World hinted he might be. Not one step in advance has been taken. The late administration did not keep its promise to mature a wise plan for rapid-transit legislation. Perhaps its indifference in that matter may have been one of the items that contributed toward the popular willingness for a change at the late election. We stand now exactly where we stood last year. The Elsborg bill has been introduced again. It provides for the separation of contracts for construction from those for operation, authorizes the construction of pipe-galleries in the tunnel and permits the Rapid-Transit Commission, in default of satisfactory bids, to operate the roads itself.

The opponents of this measure have had a year to think up something better. If they have not succeeded, why should not the Elsborg bill be passed?

## CRITICISM IN NEW JERSEY.

The managers of the "Public Service Corporation" in Jersey City are sensitive. Their feelings have been hurt by The Evening World, and they refuse to have anything to say to its representatives.

These shrinking magnates are on the wrong tack. The Evening World is not their adversary. It does not stand shivering on a corner waiting for the infrequent trolley car to swim into its ken, and then slowly freeze while that rolling refrigerator pursues its leisurely way. It is the patrons of the Public Service Corporation who do that. The Evening World merely furnishes publicity to their complaints. It says in mild and parliamentary language what thousands of infuriated Jerseyites are saying in terms too sulphurous for print.

There is an easy way to turn criticism into praise. It is to do things that deserve praise, instead of persisting in a course that demands criticism. If the Public Service Corporation of New Jersey will accommodate its patrons in a way to secure their good will, The Evening World will guarantee to give it notices fit to be framed and hung in its president's office.

## THE SCHOOL WORK SAFE.

When the Board of Education proposed to curtail or abolish the beneficial work of the recreation centres, vacation schools, night schools and free lecture courses, The Evening World suggested that it could not be serious. It seemed more probable that this was merely a sensational way of calling attention to the need of more money for the schools. However this may be, the board has found that the proposition was one that the public would not stand. Accordingly it has decided to abandon that form of retrenchment, and it has obtained an assurance from the Mayor that it better opportunities for economy cannot be found the necessary money shall be forthcoming.

All's well that ends well. Now for those 90,000 children on half time!

## A WEEKLY LITERARY EVENT.

This is the time when New Yorkers look forward to a day of rest and intellectual enjoyment with the Sunday World Magazine. Those who do not care for salaries of \$100,000 a year may skip the expert testimony on "What Success Means," by President Loree, of the Rock Island system, said to be the most highly paid railroad official in the world; but those who appreciate success will read that in connection with the story of "How I Worked My Way Through Yale," by George E. Mix, of the Yale Law School.

If you think that piracy died with Capt. Kidd you will learn better from the hair-raising tale of the wreck and footing of the late Col. Thomas C. Campbell's yacht Roamer in the Bahamas. The romance of Prince Albert's renunciation of a throne, a discussion by the editor of the Clubwoman of the disputed question of dissipation among fashionable women, Mr. Jerome K. Jerome's plain about "The Distress of Being Introduced," a whizzing account by Miss Flossie Phelps of "A Mile a Minute on an Ice Yacht," and a series of timely pictures of a fire drill in a public school are a few of the features that insure a profitable Sunday to World Magazine readers.

Times Have Changed.—It is considered radical economy at Washington now to limit the provision of carriages at public expense to the President, his secretary and the heads of departments—one department having recently asked for seven coachmen. Yet it is not so very long since the purchase of a carriage for Attorney-General "Landis" Williams became one of the scandals of the Grant administration and prevented the promotion of Williams to the Chief Justiceship.

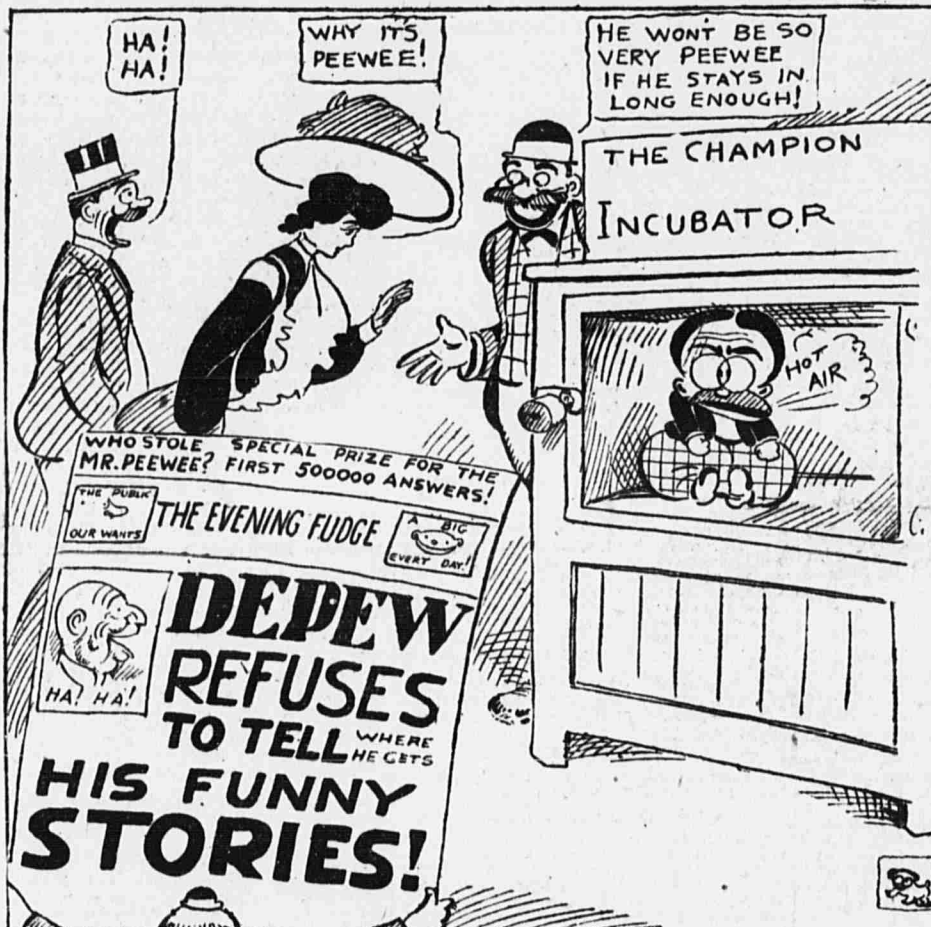
## The Great and Only Mr. Peewee.

The Most Important Little Man on Earth.

(Originally Drawn for The Evening World by Cartoonist Ed Flinn January 31, 1903.)

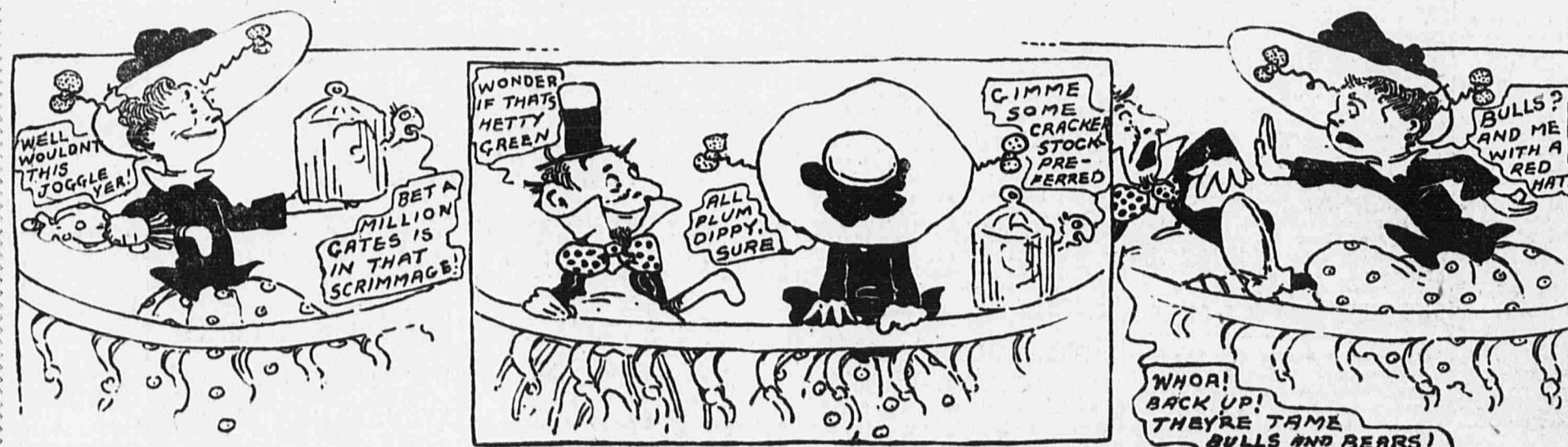
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## Mr. Peewee Involuntarily Takes the Incubator Cure for That Sawed-Off Feeling



Prize Peewee Headlines on to-day \$ paid for each No. 1—Miss F. A. Crocker, No. 290 Dean street, Brooklyn; No. 2, C. O'Herrilhy, No. 319 East Forty-sixth street, New York City; No. 3, M. G. Lathrop, No. 57 North Eighth avenue, Mount Vernon, N. Y.; No. 4, C. W. Fullwood, Nyack, N. Y.

## SASSY SUE—By the Creator of "Sunny Jim," at the Stock Exchange



"This pecky Stock Exchange is queer!  
Can't see 'em swappin' stocks in here!"

"They're all plum dippy, fightin' so!  
I'm goin' to stop 'em 'fore I go."

"What's that you say—There's bulls and bears?  
Great gum! Get me out anywhere!"

## LETTERS, QUERIES AND ANSWERS.

## A Pugilistic Query.

To the Editor of The Evening World:  
A says Sharkey knocked out Gus Ruhlman at Coney Island. Did he?

JOHN M.  
Sharkey knocked out Ruhlman in one round in their first Coney Island fight. In their next fight there Ruhlman was the victor.

## Spanish Mottos.

To the Editor of The Evening World:  
Please translate the sentences which are represented on face and reverse side of a sword in my possession. The sentences are: "No me saques sin razon" and "No me enabanes sin honor."  
JOSEPH S.  
The mottoes on the sword are in

Spanish and mean "Draw me not without cause" and "Sheathe me not without honor."

"Take" Not "Bring" Is Correct.

To the Editor of The Evening World:  
Is it correct to say the following: "I will bring this into the other room." A clerk was sitting at my desk and desiring a signature from one of the superintendents, used the foregoing expression. I claim he should have said "take" instead of "bring." Am I right?  
WM. R. J.

## Etiquette Queries.

To the Editor of The Evening World:  
When a man meets a lady friend on the street, which one should greet first? In ascending stairs, does the lady or the

man precede? Which precedes in descending?

"UNCLE SAM."

The lady should bow first. In ascending the stairs the man should precede. The order is reversed in descending.

## Wednesday.

To the Editor of The Evening World:  
On what day of the week did Oct. 27, 1886, fall?

H. S.

Wants to Stoop Growing.

To the Editor of The Evening World:  
I am fifteen years old, 5 feet 8 inches tall, and spare. Can you advise me how to stop my shooting skyward and to broaden myself? Would you advise violent exercise, and what kind?

SKYSCRAPER.

There is no harmless method of check-

ing the growth. You are not too tall. Take plenty of outdoor exercise, join a good gymnasium, eat heartily of wholesome food, avoid liquor and tobacco. Sleep nine hours a night in a well-ventilated room. This should develop, broaden and strengthen you.

Condemns Modern Women.

To the Editor of The Evening World:  
The average woman of to-day is more deceitful than the woman of twenty-five years ago. If a daughter of well-to-do parents married some years ago one would seldom hear of divorce after a few years of married life. The reason for this is not that the man is responsible for the divorce. When a man mar-

ries the modern woman, is it any won-

der that there are quarrels which after-

ward lead to divorce cases? A husband works hard through the day, and when he comes home at night would it not aggravate him to hear his wife say: "We never did this at home," or "We never used to have that at home?" Are these women to be called wives? Certainly not! They are slaves to fashion and make a man's married life a misery.

W. L.

Yes.

To the Editor of The Evening World:  
Did Hugh J. Grant run for Mayor of New York before he ran for Sheriff?

R. ROCKAWAY PARK, L. I.

He ran for Mayor against Grace in 1886 and was beaten. He was elected Sheriff in 1888 and Mayor in 1889.

The Man Higher Up

Mark Hanna

as a Maker of Presidents.

"SEE," remarked the Cigar Store Man, "that there are some people foolish enough to think that Roosevelt won't be renominated."

"Those foolish people," said the Man Higher Up, "are the ones who are he to the soreness that has been stacking up against the President ever since he accidentally fell into office. They are also foolish enough to know that when it comes down to cases Mark Hanna can play a lone political hand against a whole convention and take every trick."

"This Hanna man didn't cut any more ice in national politics than a fur dealer in Central America up to June, 1896. They knew him down in Ohio as a wise business man with a wad and as a bosom friend of William McKinley, who had been trying for the Presidential nomination and missing about a mile for a long time."

"The Republicans held their national convention in St. Louis in 1896, and some of the delegates haven't got cooled off yet. It was a flabby, sunstruck, underdone mob of Republicans that gathered there to deliberate. The St. Louis saloonkeeper was filled with amazement and resentment because nine out of ten of the visitors were on the water-wagon."

"The boom for Tom Reed got there early. It was a good, adult boom with whiskers and a deep bass voice. Other booms were there, too, hidden around in various places, but the Reed boom was out in the open, and for a time it looked as though the nomination would go to the man from Maine."

"Mark Hanna got to town a few nights before the convention was called, engaged headquarters, got busy, and the next day the Reed boom was so dead that an embalmer would have refused to handle it. Instead of the Reed boom there was a McKinley boom occupying all the space between the proscenium arches on the Republican political stage."

"Within twenty-four hours after Hanna hit St. Louis the dingy delegates who had been eating in Ethiopian hash-houses were getting five-dollar bills changed in Tony Faust's swell restaurant, where no coin had ever been seen before except on the bill of fare. There was a flood of the long green turned loose at the Southern Hotel, and when it came to voting there was nobody in it but McKinley."

"That was Mark Hanna's debut in national politics. He was without experience, but he knew his business and his lines. He has been stage manager of the Republican party ever since, and in eight years he has learned a lot. If it comes down to making Hanna cut bait, the chances are that Roosevelt will be the bait."

"The President has denied that he said he would make Hanna fish or cut bait," asserted the Cigar Store Man.

"The President has been taking encores on denials for a good many years," replied the Man Higher Up. "It's a wonder he didn't slide the statement on to Loeb."

## Presidential Nicknames.

WASHINGTON—Father of His Country, American Fabius, Cincinnati of the West, Atlas of America, Deliverer of America, Stepiather of His Country and Savior of His Country.

Adams—Colossus of Independence.

Jefferson—Sage of Monticello and Long Tom.

Madison—Father of the Constitution.

Monroe—Last Cocked Hat.

J. Q. Adams—Old Man Blount.

Jackson—Old Hickory, Big Knife, Sharp Knife, Hero of New Orleans, General and Old Hero.

Van Buren—Little Magician, Wizard of Kinderhook, Follower in the Footprints, Whiskey Van and King Martin the First.

W. H. Harrison—Tippecanoe, Old Tip and Washington of the West.

Tyler—Young Hickory and Accidental President.

Poll—Little Hicker.

Taylor—Tough and Ready, Old Buena Vista and Old Zach.

Fillmore—The American Louis Philippe.

Pierce—Purse.

Buchanan—Old Public Functionary, Bachelor President and Old Buck.

Lincoln—Honest Old Abe, Uncle Abe, Massa Linkum, Sectional President, Rail Splitter and Father Abraham.

Johnson—Sir Veto.

Grant—Unconditional Surrender, Old Three Stars, Hero of Appomattox and American Caesar.

Hayes—President de Facto.

Garfield—The Martyr President.

Arthur—Our Chief, The First Gentleman of the Land.

Cleveland—Man of Destiny and Grover.

Benjamin Harrison—Son of His Grandfather and Back bone Ben.

McKinley—The Major and McKinley Bill.

Roosevelt—Terrible Teddy, The Rough Rider President, The Trust Buster, Bronco, Old Strenuously.

## Unnecessary Deaths.

In England, where automatic coupling of cars is yet unknown, 150,000 railway employees are killed or injured in ten years in making couplings, as shown by reports of the Board of Trade. This offsets in a way the mortality for passengers, which is very much smaller than on our rail roads.

## Queer Pension Claims.

The number of claims for pensions filed for injuries in our 100-day war with Spain is now 60,000, and at the present rate there will soon be half as many claims as there were men in the war, although but 20,000 went to Cuba and but two or three regiments to Porto Rico.

WATCH THIS SPACE  
FOR NEWS OF THE  
Next Prize Story  
IN THE EVENING WORLD.